

Meeting of Otago and Southland Regional Transport Committees

10 November 2015

Clutha District Council Chambers
1 Rosebank Terrace
Balclutha

10.30 am
morning tea available from 10.00 am

A G E N D A

1. Welcome
2. Apologies
3. Public Forum, Petitions and Deputations
4. Notification of Extraordinary and Urgent Business
 - 4.1 Supplementary Reports
 - 4.2 Other
5. Questions
6. Matters Arising from the Minutes of 1 September 2015 (copy attached – for Committee's information)
 - Item 2 - Mr Harland will circulate a table providing a comparison between funding for the past three years and the coming three years.
7. Chairmens' Reports
8. Staff Report – 15/RTC/74
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9. Extraordinary and Urgent Business
10. Public Excluded Business



Fraser McRae
Director, Policy and Resource Planning



Russell Hawkes
Senior Policy Planner - Transport

Item 1 Regional Road Safety Governance and Targets

MORF ID: A226525	Strategic Direction:
Report by: Russell Hawkes, Senior Policy Planner (Transport ES) and Jane Turnbull, Manager, Strategic and Transport Planning, ORC	Approved by: Vin Smith, Director of Policy, Planning and Regulatory Services, ES

Purpose

To provide the Committees with recommendations on road safety governance and targets as requested at the last Regional Transport Committees (RTC) meeting.

Summary

At the last RTC meeting, the Otago Southland Regional Advisory Group (RAG) was directed to develop a proposal recommending a structure for managing road safety in the two regions and to consider setting associated targets.

Based on the discussions within the RAG, a number of recommendations are made:

- the current Road Safety Southland Implementation Group is restructured to give it a more strategic focus, broader membership reflecting those organisations involved with road safety, and a broader geographic scope including (*subject to confirmation by these local authorities*) Clutha District and Queenstown Lakes District Councils. The membership of this new Southland Road Safety Influencing Group is to be:
 - ◆ Chairman – a Regional Transport Committee Member
 - ◆ TA - Roading Asset Managers
 - ◆ ES - Regional Transport Planner
 - ◆ NZTA - State Highway Asset Manager
 - ◆ NZTA - Regional Road Safety Advisor
 - ◆ NZTA - Planning and Investment Manager
 - ◆ ACC - Otago Southland Regional Manager
 - ◆ NZ Police – Southern District Road Policing Manager
 - ◆ Road Transport Representatives (suggested as HW Richardson Group and Fonterra)
 - ◆ Automobile Association – an AA Southland District Council member
- in the absence of any road safety implementation or governance group in Otago on which to build region-wide strategic planning and co-ordination, the RAG retains an overview of road safety co-ordination in Otago, to allow the proposed new structure in Southland to bed in, and then the RTC revisits options for achieving more strategic, higher level co-ordination in Otago;
- Clutha District and Queenstown Lakes District Councils join the proposed Southland Road Safety Influencing Group, at least until further decisions on forming an Otago Group are taken;

- further consideration of a pan-regional approach is made once the effectiveness of the new Southland Group can be evaluated;
- the RLTP includes high level objectives related to road safety. The Department of Internal Affairs required TAs to report on a road safety target in their Long-term Plans. There is no similar reporting requirement for State Highways although the equivalent figures are obtainable from the NZTA. The NZTA currently produces Road Safety Trend Reports that will form the basis of the TA reporting requirements and can be used with State Highways data added for regional reporting;
- current data indicates differing trends in road safety outcomes between the two. For this reason two targets are suggested at this time:
 - ◆ ***Southland region*** - to continue the reducing trend shown trend in the number of deaths and serious injuries year-by-year;
 - ◆ ***Otago region*** - to reduce deaths and serious injuries to 183 by 2016/17 and then continue reducing numbers year-by-year.

The Committees' approval of the proposed recommendations are now sought.

Recommendation

It is recommended that the each Regional Transport Committee note the report and resolve to:

1. endorse the proposed changes to the mechanism for governance and delivery of road safety in Southland and ask the Road Safety Influencing Group to report back to their parent organisations and to Regional Transport Committees on their efficacy and achievements;
2. endorse the Regional Advisory Group as the proposed mechanism for co-ordinating road safety management in Otago in the short-term, for consideration by the Otago territorial authorities and Otago Regional Council;
3. set the following road safety targets:
 - ***Southland region*** – to continue the reducing trend in the number of deaths and serious injuries year-by-year;
 - ***Otago region*** – to reduce deaths and serious injuries to 183 by 2016/17 and then continue reducing numbers year-by-year.

Report

Background

At their last meetings, the combined Regional Transport Committees received a report detailing the Safe System Approach to road safety, which is based on four principles and four pillars.

The four principles are:

- **People make mistakes** – we need to recognise that people make mistakes and some crashes are inevitable.
- **People are vulnerable** – our bodies have a limited ability to withstand crash forces without being seriously injured or killed.
- **We need to share responsibility** – system designers and people who use the roads must all share responsibility for creating a road system where crash forces do not result in death or serious injury.
- **We need to strengthen all parts of the system** – we need to improve the safety of all parts of the system - roads and roadsides and road use - so that if one part fails other parts will still protect the people involved.

The four pillars are:

- **Vehicles** - will increasingly have advanced safety features including electronic stability control, front and side curtain airbags and head restraints, collision avoidance systems and better maintenance of tyres and brakes.
- **Roads and Roadsides** - will be safer because transport and urban planning and road design will accommodate errors. Surfaces will be improved and roadside hazards removed or barriers installed.
- **Speed** - will be managed to safe levels through more appropriate limits and there will be smarter self-explaining roadsides that show people what a safe speed is.
- **Road Users** - will be alert and aware of the risks and drive or ride to the conditions. There will be more in vehicle technologies to give drivers safety feedback, ensure alertness and reinforce compliance with the road rules.

The report also detailed current and new initiatives being planned by the regions' road safety partners.

Following discussion, the Committees directed the Otago Southland RAG to develop a proposal based on the discussion from the meeting including a reference to structures in place in other areas. The discussion at the RTCs' meeting included setting of targets, option of setting up a subcommittee to report quarterly to the RTCs and the level of interaction with, or participation of, road safety co-ordinators.

Investigation of road safety management groups in the Canterbury and Waikato regions has provided information that assists the review of structures in Otago and Southland.

Road Safety Governance

➤ **Southland**

Southland has a Regional Road Safety Strategy adopted by the Southland Regional Transport Committee in March 2011. This document was based on the Government's Safer Journeys 2020 Strategy and aligns with the objectives and outcomes developed through government action plans related to the Safer Journeys Strategy and road safety initiatives within the Government Policy Statement 2014. The Southland Regional Road Safety Strategy includes a response framework that was modified in August 2012 to better integrate the various parties involved in road safety in Southland region. The activities of

this group have decreased during the past 18 months as the various parties concentrated developing Council asset management and long-term plans and the Regional Land Transport Plan.

Southland has an organisation for shared-service delivery of community programmes, known as Road Safety Southland. Two co-ordinators are employed to deliver community projects funded by the three TA members, with financial assistance from NZTA and outside funders. The activities of Road Safety Southland are administered by the three TAs under the shared service agreement.

In light of the comments made at the last Regional Transport Committees meeting, the Southland RAG members reviewed this current structure for managing road safety in the region, and discussed this with the full Otago Southland RAG. The RAG recommends lifting the focus of the current Implementation Group to a more strategic level (although the operational focus was appropriate in the early days, a broader, hard-hitting approach to road safety requires a more strategic focus). The proposal is to change from Southland Road Safety Implementation Group to Southland Road Safety Influencing Group, with membership consisting of people who have the opportunity to influence outcomes across road controlling authorities, government departments and road users.

The proposed Influencing Group membership would be:

Chairman – a Regional Transport Committee Member
TA - Roading Asset Managers
ES - Regional Transport Planner
NZTA - State Highway Asset Manager
NZTA - Regional Road Safety Advisor
NZTA - Planning and Investment Manager
ACC - Otago Southland Regional Manager
NZ Police – Southern District Road Policing Manager
Road Transport Representatives (suggested as HW Richardson Group and Fonterra)
Automobile Association – a Southland District Council member.

➤ **Otago**

In Otago, implementation of road safety initiatives has been less co-ordinated than in Southland. Road safety is a component of all RAG meetings and a degree of co-ordination is carried out at these meetings. Each TA has its own Road Safety Co-ordinator to deliver its community road safety programmes. The co-ordinators for Otago and Southland meet, in conjunction with NZTA, to align programme delivery.

The Otago Southland RAG discussed potential road safety management structures for the Otago region. The structure proposed for Southland was considered to be less likely to be successful in Otago, due to the larger geographical differences and distances between Otago TAs. The Otago region does not have the history of working together in the same way as Southland has. Dunedin City is of sufficient size and has internal strategies to address the issues that exist in that area, so may not seek a regionally-co-ordinated approach. Waitaki District may have more in common with road safety issues in South Canterbury and may be better aligned in that direction.

The recommended structure for co-ordinating management of road safety activities in Otago for now is therefore the Otago Southland RAG. Queenstown Lakes District Council and Clutha District Council have indicated a desire to join the Southland Road Safety Influencing Group in the short term.

The Otago Southland RAG recommends that regional road safety co-ordination in Otago be retained by the Otago RAG to allow the proposed new structure in Southland to bed in and its effectiveness evaluated. Furthermore, the RAG recommends that Clutha and Queenstown Lakes District Councils join the proposed new group in Southland in the short term pending future decisions on forming an Otago Group or expanding the Southland Group to a pan-regional basis.

Road Safety Co-ordination – Community Programme Delivery

There is sometimes a misconception that road safety within a territorial authority area is the sole responsibility of road safety co-ordinators. The approach mandated by Safe Systems is, however, much broader than the work traditionally undertaken by road safety co-ordinators, who work to influence road users by running community programmes. One of the principles of the Safe Systems Approach seeks to strengthen all parts of the system – roads, roadsides and road use. Another principle requires responsibility to be shared between system designers and road users. Thus, implementing the Safe Systems Approach fully requires strategic planning that draws on the expertise of those who plan and manage the roading system, both asset management and service delivery, and on the insights of major road users, plus the expertise of road safety co-ordinators.

Delivery of community programmes must be integrated with all road safety initiatives undertaken by TAs, Police, NZTA and ACC. Regional co-ordination of all road safety activities will produce the best fit-for-purpose and cost-effective projects.

Southland's three TAs have a shared services agreement for the delivery of community road safety programmes within the region. The two road safety co-ordinators operate under the banner of "*Road Safety Southland*" and deliver programmes that align with the road safety issues in Southland, as directed by the TAs in conjunction with NZTA. With a shared services approach the programmes delivered are well-co-ordinated across the region.

The suggested Southland Road Safety Influencing Group will be able to provide direction and overall co-ordination of Southland's community based projects in the future.

Throughout Otago, individual TAs employ their own road safety co-ordinators to deliver programmes within their own districts in conjunction with NZTA (or in Clutha District's Council's case, contact an external provider to deliver programmes). The road safety co-ordinators meet to discuss their planned community based projects and where possible align their efforts. Given the distances involved and differing challenges across the Otago region, the RAG judges the Southland shared services model as unlikely to be workable across the entire region.

Instead, the Otago Southland RAG recommends that the Otago RAG members collectively retain responsibility for across-the-region alignment and co-ordination for delivery of community projects. This arrangement can be reviewed again in the future after the proposed Southland group has been in operation for a while and its efficacy evaluated.

Road Safety Targets

The Otago and Southland Regional Land Transport Plans both include these road safety objectives:

- **Objective 1.2** – Substantial reduction in the social cost to the region of serious road trauma achieved within 10 years by focusing on vulnerable road users and other significant issues; and
- **Objective 1.3** - Acceptance, by all, of the significant responsibilities in moving, over the longer-term, towards zero serious road trauma on our networks, and of managing our networks to achieve this vision.

Following discussion during development of the RLTP, the Committees decided not to include specific “hard” targets in the plans for the number of fatalities or injuries suffered on the regions’ roads. Two of the draft objectives considered and rejected by the Committees were:

- the number of fatal and serious accidents increasingly reduces over time. There is a 40 percentage reduction by 2020, and a significant reduction by 2045;
- the number of fatal and serious accidents for pedestrians, cyclists and motorcyclists is significantly reduced by 2045.

TAs also have mandatory reporting measures, introduced on 30 July 2015 by the Department of Internal Affairs. These measures will be reported on for the first time in the 2015/16 Annual Reports. There is no similar requirement for reporting for the State Highway network.

The mandatory road safety measure is:

Performance measure one (road safety):

The change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number.

The Department of Internal Affairs also provides a worked example for guidance, shown below.

Previous financial year	Current financial year	Target	Actual
Number of serious injuries and fatalities = 13	Number of serious injuries and fatalities = 10	Target for reducing the number of serious injuries and fatalities = 2	Actual reduction in serious injuries and fatalities = 3

The TAs in Otago and Southland have included this measure in their Long-term Plans with the target generally being a “reducing trend, reducing number or a decrease on previous year”. Only two TAs in Otago or Southland have included numbers similar to the worked example.

The latest crash data for both Otago and Southland is shown below. This data includes both local roads and state highways (*Note: The two graphs show the same data, but with different scales on the y-axis, to show more clearly the trend in total number of fatalities and serious injuries*).

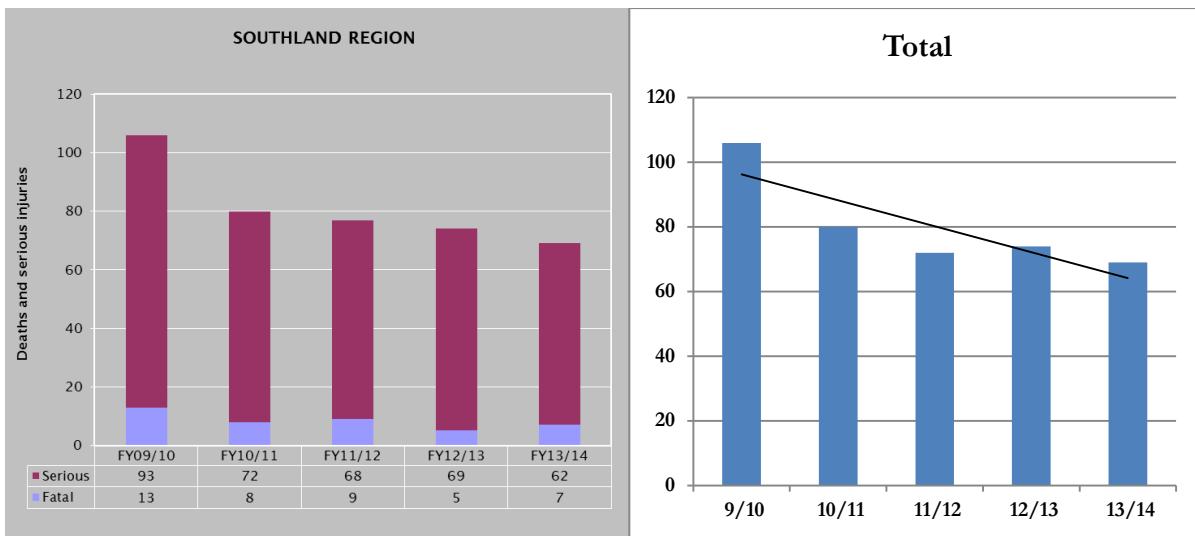


Table 1

	2009/10	2010/11	2011/12	2012/13	2013/14
No of people with serious injury in road crashes	93	72	68	69	62
No of fatalities in road crashes	13	8	9	5	7
Total	106	80	72	74	69

In the Southland region, the trend is reducing, although with a levelling out over the past three years. An aim in the Southland region should be, at a minimum, for a continuation of the reducing trend shown above i.e. fewer fatalities and serious injuries each year. Figures for the 2015/16 year-to-date are being sought from NZTA and should be available at the meeting. A target thus formulated would be consistent with the Southland TAs' Long-term Plans.

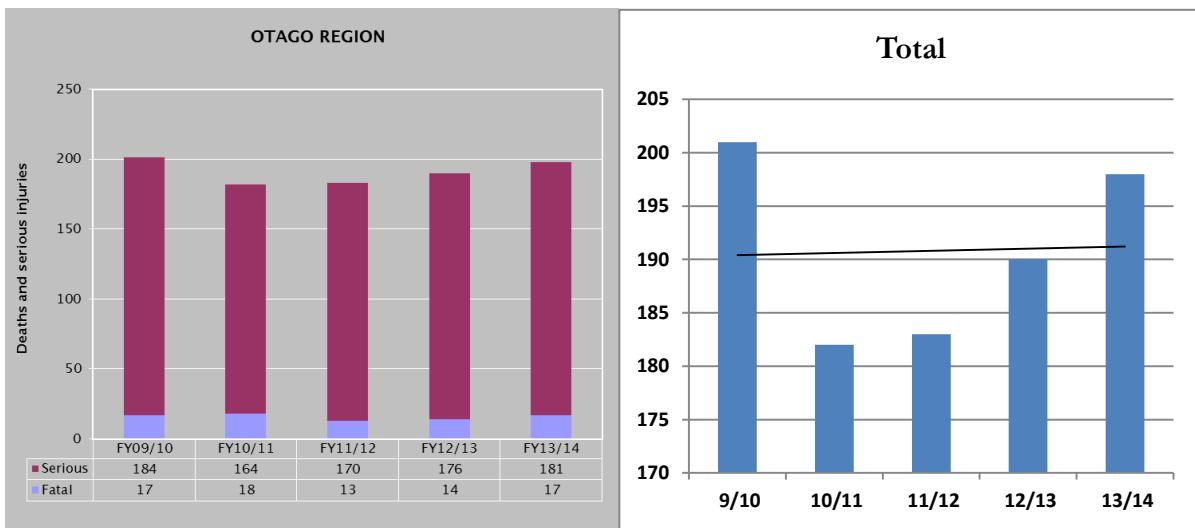


Table 2

	2009/10	2010/11	2011/12	2012/13	2013/14
No of people with serious injury in road crashes	184	164	170	176	181
No of fatalities in road crashes	17	18	13	14	17
Total	201	182	183	190	198

In the Otago region, the trend in fatalities and serious injuries rises slightly over the reporting period. Since 2010/11, the amount of increase steepens. In the Otago region, the aim should be to reduce, within three years, the incidence of fatalities and serious injuries to less than that in the 2011/12 level, and then to reduce the numbers of deaths and serious injuries year-by-year. Figures for the 2015/16 year-to-date are being sought from NZTA and should be available at the meeting. A target thus formulated would be consistent with the Otago TAs Long-term Plans.

The data for both regions above is taken directly from the NZTA's published road safety trend reports that are released in July/August each year. Significant analysis would be required to break these figures down to identify where major issues exist or to indicate where interventions should be targeted. That would be the major task for the Southland Road Safety Influencing Group to tackle once the group has been established.

Views of Affected Parties

The RLTP and Southland Regional Road Safety Strategy were consulted on at during their production. The parties most likely to be affected by changes in road safety management are the regions' road controlling authorities and funding agencies that are represented on these committees. No further consultation is planned at this time.

Compliance with Significance and Engagement Policy

The proposals contained in this report do not trigger anything within the Significance or Engagement Policies of either regional council.

Legal Compliance

There are no legal issues identified within the report.

Consistency with Council's LTP/Annual Plan/Policy/Strategy

The contents of this report are consistent with Environment Southland's and Otago Regional Council's planning requirements.

Financial and Resource Implications

There are no financial or resource implications for Environment Southland. The approach recommended would require greater staff resourcing at Otago Regional Council.

Conclusion

The Otago Southland RAG was directed to develop a proposal based on the discussion from the last RTC meeting to recommend a structure for road safety management in the two regions and to consider setting of associated targets.

Based on the discussions within the RAG a number of recommendations are made, listed in the summary of this report.

Attachments

None.

Item 2 NLTP Improvement Projects Update

MORF ID: A226525	Strategic Direction:
Report by: Russell Hawkes, Senior Policy Planner (Transport), ES	Approved by: Vin Smith, Director of Policy, Planning and Regulatory Services, ES

Purpose

To update the Regional Transport Committees on progress towards implementation of the various improvement projects included in the National Land Transport Programme (NLTP) for the 2015-2018 period.

Summary

The Regional Transport Committees requested an update be provided on improvement projects included in the NLTP to allow monitoring of progress, and to identify any impediments to construction within the 2015-2018 period. Table 1 provides the information requested. This table will be updated for each Committee meeting.

The Committees are requested to review progress with the various projects and identify any tardiness they see as needing to be addressed, if the long-term goal and the objectives of the Otago Southland Regional Land Transport Plans (RLTPs) are to be met.

Recommendation

It is recommended that the Regional Transport Committees note the report and resolve to write to the owners of projects identified as red or orange in Table 1, expressing the Committees' concern about the lack of progress.

Report

Background

At the Regional Transport Committees' meeting on 1 September 2015, an initial report provided details of improvement projects in Otago and Southland regions that have been included in the NLTP. The Committees requested updates be provided at future meetings, showing any changes to expected timeframes, project status (shown by the “traffic light system”) or its organisational priority.

Status Report

Table 1 below provides basic project details, the project owner's priority for advancing the project, the stage of the business case or funding approval that the project has reached, the expected time when it will achieve funding approval, its current status, plus comments on variances, where relevant. To enable the Committees to monitor each project's progress through to construction, this table will be updated for all future meetings of the Regional Transport Committees.

The Committees asked for a report back on progress with the review of public transport in Queenstown Lakes district. Gerard Collings, Manager of Support Services, ORC provided the following update:

“Work has commenced on the Wakatipu Network Review and associated Business Case Development. Two stakeholder workshops have been undertaken in order to complete the strategic business case. A community survey is in preparation and will be released over the next two weeks. The survey will further help to inform the business case development and network design and will be used to confirm key assumptions made regarding perceived barriers to the use of public transport in the Wakatipu Basin.

The current programme targets having the final Business Case and any proposed network changes confirmed by end of June 2016.”

Table 1: Monitoring progress of improvement projects in Otago Southland RLTPs

Project Details					Project Development & Status				
Project	Project Owner	NLTP Details	RTC Priority	Current NLTP Status	Organisation Priority	Business Case Development	Expected Timeframe To Funding Approval	Current Status	Variances
Stock Effluent Facilities	ES	\$344,200 2015-2016	One	Probable	One	Entry point to be confirmed	3 Months		
Pyramid Bridge Replacement	GDC	\$1,252,561 2015-2018	One	Probable	One	Proposal made to NZTA to combine the Indicative and Detailed BC Underway 20% Complete	Subject to NZTA decision		Potential reduction in time and cost
Alternative Scenic Route Seal Extension	SDC	\$4,000,000 2015-2016	One	Proposed	One	Underway 60% Complete	1 month Indicative business case 3 months detailed business case		Project deferred to start in 2016/2017. Project estimate now \$6M. Indicative business case with NZTA P & I for approval (delivered 2/10).
Edendale Realignment	NZTA Southland	\$6,560,000 2015-2018	One	Probable	One	Progressing to Design	2 months for Design funding approval		Delay in gaining funding approval due to low IAF priority
Elles Road Roundabout	NZTA Southland	\$1,123,560 2015-2017	One	Proposed		Not Started	2 months		No DBC phase in NLTP. Point of entry TBC
Invercargill Moto Rimu Safety Imp	NZTA Southland	\$450,000 2015-2017	Two	Proposed		Design underway	2 months		Construction brought forward to 15/16
Longbush In'gill Safety Imp	NZTA Southland	\$473,000 2015-2017	Two	Proposed		Design underway	4 months		Delivered via minor improvements

Project Details					Project Development & Status				
Project	Project Owner	NLTP Details	RTC Priority	Current NLTP Status	Organisation Priority	Business Case Development	Expected Timeframe To Funding Approval	Current Status	Variances
Mataura Intersection Improvements	NZTA Southland	\$500,000 2015-2017	Two	Proposed		Not Started	3 months		Possibly delivered via minor improvements
Milford Rockfall /Avalanche Protect	NZTA Southland	\$4,546,667 2015-2017	One	Probable		Strategic Case Complete	3 months		Strategic Case needs to be taken through internal HNO approval process
Visiting Drivers Signature Project	NZTA Southland	\$2,800,000 2015-2017	One	Probable		PBC complete and in approval process	1 month		Funding approval for DBC under consideration
Seal Extension of The Nuggets Road	CDC	\$2,630,000 2015/16	One	Probable	One	NA	6 weeks		
Central City Safety & Accessibility Upgrade	DCC	\$800,000 2015-2017	One	Proposed	One	PBC awaiting NZTA approval	Dec 2015 IBC funding approval 3 years construction		
Eastern Bypass	DCC	\$2,500,000 2015-2017	One	Proposed	One	PBC awaiting NZTA approval	Dec 2015 IBC funding approval 3 years construction		
Peninsula Roading – Portabella Road	DCC	\$16,350,000 2015-2017	One	Probable	One	Implementation Stage Awaiting NZTA approval	1 month		
Strategic Corridors; Warehouse Precinct	DCC	\$80,000 2017-2018	Two	Proposed	Two	Entry point to be confirmed	2 years (planning)		
Street Light Renewal With LED	DCC	\$6,000,000 2016-2017	Two	Probable	One	Underway 25% Complete (single stage)	4 months		

Project Details					Project Development & Status				
Project	Project Owner	NLTP Details	RTC Priority	Current NLTP Status	Organisation Priority	Business Case Development	Expected Timeframe To Funding Approval	Current Status	Variances
Central City and NEV Cycle Network	DCC	\$9,240,000 2015/17	One	Probable	One	Entry point to be confirmed	Dec 2015 IBC funding approval Construction 2 years		
Stock Effluent Facilities	ORC	\$1,278,400 2015-2017	One	Probable	N/A				Project was not included in ORC LTP. Local share is not available and project will not proceed.
Eastern Access Road	QLDC	\$10,873,415 2015/16	One	Proposed	One	N/A Project approval under old system	June 2016		Design consultant engaged. Stage 1 construction to be completed by Dec 2016 and Stage 2 by Dec 2017.
Frankton Flats Programmes	QLDC	\$450,000 2015-2017	One	Proposed		Underway 0% Complete	December 2015		Programme will proceed once programme business case (being led by NZ Transport Agency) is completed.
Queenstown TC Business Case Implementation	QLDC	\$450,000 2015-2017	Three	Proposed		Underway 0% Complete	November 2015		Project scoping underway. Programme business case to be submitted to NZTA for approval in Nov 2015

Project Details					Project Development & Status				
Project	Project Owner	NLTP Details	RTC Priority	Current NLTP Status	Organisation Priority	Business Case Development	Expected Timeframe To Funding Approval	Current Status	Variances
Wanaka Business Case Implementation	QLDC	\$450,000 2015-2017	Three	Proposed		Underway 0% Complete	November 2015		Project scoping underway. Programme business case to be submitted to NZTA for approval in Nov 2015
Street Light Upgrade 2016.18	WDC	\$500,000 2016-2017	Three	Probable	One	Entry point to be confirmed	Pending approval from NZTA		
Kataiki Erosion Mitigation	NZTA Otago	\$120,000 2015/16	Three	Proposed	One	Strategic Case underway	3 months		Included in Dn to Chch PBC
Maheno Flood Mitigation	NZTA Otago	\$700,000 2015-2017	One	Proposed	Two	Strategic Case underway	3 months		Included in Dn to Chch PBC
Nevis Bluff Rockfall Protection	NZTA Otago	\$3,050,000 2015-2017	One	Proposed	Two	Entry point to be confirmed	6 months		Delay in developing Strategic Case
Pine Hill /Great King Street Intersection Imp	NZTA Otago	\$2,240,000 2015-2017	One	Proposed	One	Entry point to be confirmed	4 months		Delay in developing Strategic Case
Waikouaiti Flood Mitigation	NZTA Otago	\$1,500,000 2015-2017	One	Proposed	Two	Strategic Case underway	3 months		Included in Dn to Chch PBC
Beaumont Bridge Replacement	NZTA Otago	\$2,400,000 2016-2017	Three	Proposed	Two	Entry point to be confirmed	8 months for DBC funding approval		DBC programmed for 16/17
Big Kuri Creek Flood Mitigation	NZTA Otago	\$980,000 2016-2017	Three	Proposed	Two	Strategic Case underway	3 months		Included in Dn to Chch PBC
Grant Rd to KF Bridge Improvements	NZTA Otago	\$6,000,000 2015-2017	One	Proposed	One	Strategic Case complete	6 months for DBC funding		PBC funding approved

Project Details					Project Development & Status				
Project	Project Owner	NLTP Details	RTC Priority	Current NLTP Status	Organisation Priority	Business Case Development	Expected Timeframe To Funding Approval	Current Status	Variances
Dunedin One Way Pair Cycle Lanes	NZTA Otago	\$4,544,000 2015-2017	One	Proposed	One	DBC underway	3 months for Design funding		

Views of Affected Parties

The views of parties potentially affected by project delays have not been obtained for this report.

Compliance with Significance and Engagement Policy

The information included in this report does not trigger any requirement from the Significance and Engagement Policies of either regional council.

Legal Compliance

There are no known legal implications contained within this report.

Consistency with Council's LTP/Annual Plan/Policy/Strategy

The contents of this report are consistent with Environment Southland's and Otago Regional Council's planning requirements.

Financial and Resource Implications

There are no financial or resource implications for Environment Southland or Otago Regional Council (unless the RTC were to request ORC make provision for the local funding for the construction of new stock effluent disposal facilities).

Conclusion

Staff suggest that the Committees write to the owners of projects identified as red or orange in Table 1, expressing the Committees' concern about the lack of progress.

Attachments

None.

Item 3 Ongoing RTC Work and Secondary Policy Implementation

MORF ID: A226525	Strategic Direction:
Report by: Russell Hawkes, Senior Policy Planner (Transport), ES	Approved by: Vin Smith, Director of Policy, Planning and Regulatory Services, ES

Purpose

To update the Regional Transport Committees on matters arising from the submission process for the Regional Land Transport Plan (RLTP) and provide details of ongoing work required arising from the policies included in the RLTP.

Summary

The Otago Southland Regional Advisory Group (RAG) has discussed the matters arising from submissions on the Regional Land Transport Plan (RLTP) that were not fully addressed in the hearing process and has included their recommendations in Table 1 of this report.

To advance the fourth matter (concerning cycling), a presentation and discussion on cycling has been organised for this meeting of the Committees. RAG recommended the Committees hear from NZTA to explain how cycling is presently funded, before holding any discussions with Trails Trusts. Accordingly, Dougal List from NZTA will be in attendance to explain funding for cycling and Robert Thompson from Spokes Dunedin will speak on lessons learnt from the recent focus on cycling in Dunedin.

Table 2 provides details of the policies included in the RLTP that require ongoing work by the Committees. The RAG has discussed these policies and Table 2 contains comment and recommendation from RAG for the Committees to consider.

The recommendations can now be discussed by the Committees and accepted or further direction given to staff where additional work or input is required.

Recommendation

It is recommended that the Regional Transport Committees note the report and resolve to:

1. **endorse the Regional Advisory Group's recommendations in Table 1 on how to address the outstanding matters arising from submissions, and consider how they would like to advance further consideration of cycling;**
2. **endorse the Regional Advisory Group's recommendations in Table 2 on how to advance the work arising from the secondary policies in the Otago and Southland RLTPs, and the relative priority of that work; or for those items of work that lack a project owner, suggest who should be taking responsibility for advancing that work, and ask those organisations to take on that work;**

3. specify how regularly the Committees would like the outcomes of the work to be reported back to them.

Report

Background

The Otago Southland Regional Transport Committees adopted their respective RLTPs in April 2015. Although the Committees incorporated their decisions on submissions into the plans, where appropriate, there were five submissions that could not be fully addressed within the plan. The Committees referred these to third parties for action. For these five matters, Table 1 provides details of the submission and Hearing Panel recommendation along with a further recommendation from the RAG about how to advance the matter.

In developing the RLTPs, the Committees also included a number of policies that require some action to ensure they are implemented. Table 2 provides details of the policy, comment and actions recommended by the Regional Advisory Group. Potential priorities have been given to some items where the RAG considered them to be either high or low. The Committees' guidance on priority is requested to allow programming of potential work under these policies. Potential project owners are suggested but progressing them will need a commitment from the organisations involved.

Table 1: Matters Arising from RLTP Submissions & Hearing Panel Recommendations

Matter	Submitter	Topic (in brief)	Region	Panel Recommendations (endorsed by RTC(s))
1	Waitaki District Council	Implementing safety measures for foreign drivers not used to our roads	Otago	<ul style="list-style-type: none"> Refer submission to the RAG group to action and report back to the RTC. RAG Recommendation – NZTA Visiting Drivers Project is trialling interventions on the Queenstown Milford route to gauge their effectiveness before implementation across the Country. RTC to receive regular updates on the Visiting Drivers Project to monitor progress and implementation of interventions. NZTA will report on the Project at each RTC meeting. RTC advocate to Government to deliver on the aspects of Safer Journeys which relate to visiting drivers. <p>RAG Recommendation – Should the RTC consider that inadequate progress is being made in the Visiting Drivers Project then advocacy through NZTA and MOT to the Government may be required. Action will depend on progress with implementing measure within the Visiting Drivers Project.</p>
2	The NZ Automobile Association Inc. (Doug Davidson)	Various	Otago Southland	<ul style="list-style-type: none"> Request Southland RCAs review their potential active transport projects for inclusion in the 2018 RLTP review. Rag Recommendation - To be actioned in development of the next 2018/21 RLTP. Request NZTA advance the Otago Visiting Driver Project funding to align with Southland. <p>RAG Recommendation – RTC requested advancement of the Otago Visiting Drivers Project to align with the Southland Project in development of the RLTP. This change did not flow into the NLTP. Should the Southland Visiting Drivers Project identify interventions that will make a difference in the Otago Region then NZTA will apply to advance the funding into the 2015/18 period. Monitor Southland progress through regular NZTA project updates and request further NZTA action if required.</p> <ul style="list-style-type: none"> Seek to better understand the AA comments regarding reduction to reliance on private motor vehicles. Work with the AA in the

Matter	Submitter	Topic (in brief)	Region	Panel Recommendations (endorsed by RTC(s))
				<p>intervening period before the RLTP review, to better understand their concerns.</p> <p>RAG Recommendation - To action in pre-development period of the RLTP review for 2018/21 with discussion in late 2016.</p>
3	Southern District Health Board through Public Health South (Bridget Rodgers and Christine Quested)	Possibility of SDHB and local government working more closely on population health matters.	Otago Southland	<ul style="list-style-type: none"> • Refer to the staff Regional Advisory Group (RAG) group for discussion with Public Health South. <p>RAG Recommendation – Invitation to Public Health South to present their proposals for working more closely on population health issues to an RTC in 2016 in preparation for the 2018/21 RLTP review.</p>
4	Spokes Various	Cycle trail development	Otago Southland	<ul style="list-style-type: none"> • RAG should think how to handle this. The RTC could have a session on cycleways, and ask Spokes along. RAG to talk to Trails Trusts. <p>RAG Recommendation – Cycling organisations to attend the next RTC meeting. Refer to Item 4 on the agenda..</p>
5	Department of Conservation	There is a requirement for the Department of Conservation to develop robust asset management plans and the requirement for future funding to be included in the RLTP. Inclusion of DOC projects is dependant information to be provided by DOC and will most likely take place at the three yearly reviews as indicated in the RLTP.	Southland	<ul style="list-style-type: none"> • Co-opt DOC onto the RAG on an “as needs” basis. <p>RAG Recommendation – A joint RAG/DOC meeting will be arranged in early 2016 to discuss integration of DOC infrastructure and planning requirements for the 2018/21 RLTP review. The RAG will prepare a report for presentation to the RTC.</p>

Table 2: Ongoing work for the RTC, arising from the 2015-2021 RLTP

This table lists those policies from the RLTP that may require some work by the RTCs (*Note: Those RLTP policies that clearly require most work to be undertaken by an organisation other than the RTCs have not been included in this list*). Policies are grouped according to types of responses required.

Transport Funding			
Policy Number	Policy	RAG Comment To Address	RAG Recommendations
P.2.16	<i>Advocate for adequate funding mechanisms for those situations where major change to the transport system is needed to ensure community resilience (for example rebuilding roads damaged by storm events)</i>	NZTA have a revised process for funding assistance and approvals for emergency work etc. Resilience projects should be identified and developed through the RLTP planning process as improvement projects.	Request road controlling authorities advise the Committee(s) of difficulties they have with emergency work funding approvals; the Committee(s) to take action as required.
P.2.22	<i>Advocate for economic evaluation methodology that better recognises the benefits of walking, cycling, public transport, and new bridges</i>	Assess current and produce suggested alternative methodology for presentation to NZTA.	Further discussion on potential advocacy required following Cycling discussion scheduled for November RTC meeting.
P.2.23	<i>Advocate for public funding to be available for transport related changes with clearly substantive wider benefit (possible examples include increased walking and cycling, or getting more freight on rail)</i>	This is about funding walking and cycling infrastructure, things that are hard to fund thru the NLTP. The Govt. has already taken some action on cycling. Need to test whether there is an appetite to seek further/new funding for walking in particular, or rail freight	This needs a project owner to work on it and report back. This could possibly be DCC.
P.2.24	<i>Advocate for more national public funds to be invested to keep infrastructure “fit for purpose” where there is clear wider benefit (e.g. economic productivity benefitting the whole country), and a low rating base</i>	Develop scenarios for consideration by the RTC to then take to NZTA.	Should this be considered an issue for a particular Authority then supporting evidence and a paper to be developed for the RTC to advocate further with NZTA.
P.3.9	<i>Advocate for funding streams to be amended so road and rail are funded from the same source, encouraging sensible strategic planning for transport, and wise use of resources.</i>	Develop a paper to identify advantages and reasons to demonstrate why funding from the same source would be beneficial for consideration by the RTC to then take to MOT and the Government.	A watching brief to be kept on both road and rail funding.
P.4.17	<i>Advocate for funding criteria that;</i> ➤ <i>recognises pedestrians and cyclists have the same rights to road space and to safe infrastructure as</i>	Develop a paper to identify where the current funding criteria are deficient, the options for changes and take to the RTC	This needs a project owner to work on it and report back. This could possibly be DCC.

Transport Funding			
Policy Number	Policy	RAG Comment To Address	RAG Recommendations
	<ul style="list-style-type: none"> ➤ <i>those travelling in motorised vehicles, and places the same value on road users' time, whether they are pedestrians, cyclists, or motorists.</i> 	for consideration.	
P.4.22	<i>Advocate for improved Total Mobility funding in areas where essential services are limited or far away (for example Wakatipu).</i>	ORC and QLDC need to assess the size of the issue and develop a proposal for RTC to consider. Not an issue in Southland as Total mobility is available across all TLAs.	A review is currently underway and will be reported to RTC when completed.
P.3.22	<i>Advocate for alternative funding mechanisms, beyond development contributions, to ensure those directly benefiting from tourism-oriented facilities, infrastructure and services associated with transport, contribute fairly to their funding.</i>	Develop a paper to identify where the current funding criteria are deficient, the options for changes and take to the RTC for consideration.	This needs a project owner to work on it and report back.
Other			
P.1.6	<i>Advocate that speed limits are set to reflect the form and function of the road as defined by the One Network Road Classification system</i>	NZTA has developed a new Speed Management Guide and Toolbox that will see speed management plans produced for all RCAs that reflect the form and function of the road. The Guide is being trialed in Waikato Region at present with implementation due in 12 months' time.	Leave this item at this present time as NZTA has a project and suitable timeline in place to address this policy.
P.2.5	<i>Advocate for NZTA to review which roads are functioning as state highways, to determine whether any local or special purpose roads should be state highway, and vice versa.</i>	Extend the Southland Strategic Network platform to include Otago Region. This will guide discussions on potential highway changes in either direction and would involve advocacy with background information from the RTC rather than just requesting NZTA do the same.	ES and ORC investigate options for further development of the Southland Strategic Network Project to include the Otago Region.
P.1.7	<i>Advocate for cell phone coverage over the whole of Otago Southland to provide emergency coverage.</i>	Change to a project to identify where gaps in cell phone coverage exist within critical transport corridors and RTC advocate for extended coverage into these areas.	RCAs identify lack of coverage in their areas where additional coverage would produce a safety benefit and bring to RAG to allow a report to be prepared for the RTC.
P.2.8	<i>Advocate for a national requirement that all trucks</i>	We do not have a fully effective dump site	No action at present until a fully operational network of

Transport Funding			
Policy Number	Policy	RAG Comment To Address	RAG Recommendations
	<i>carrying stock have an effluent tank, that prevents any effluent discharge onto public roads, and provide adequate disposal facilities.</i>	disposal network available.	dump sites is available across the two regions.
P.2.18	<i>Advocate for sufficient fuel storage and time being built into fuel deliveries so society can cope when a fuel supply interruption or oil shock hits</i>	Southland Lifelines Group will commence a fuel study this financial year that will confirm whether the region has an issue or not and what may need to be done about any issue identified	Leave this item and await the Southland Report.
P.2.29	<i>Advocate for new mechanisms to ensure land is available for critical future projects.</i>	Ensure submissions are made by the RTC when District Plans are being reviewed and consulted on	ORC and ES to prepare list of District Plan review dates for reference. Submissions to be made where appropriate by either RTC or Regional Councils.
P.4.6	<i>Advocate for processes that increase the safe operation of mobility scooters (which may include such as compulsory driving training and licensing).</i>	Develop a paper on the issues and options for the RTC to consider.	Gore District Council with assistance from Waitaki District Council staff will develop a report for consideration by the RTC.
P.4.7	<i>Advocate to regional and territorial local authorities to protect existing rail corridors and the open space nature of ex-rail corridors through regional and district planning.</i>	Ensure submissions are made by the RTC when District Plans are being reviewed and consulted on. Prepare a list of District Plan review dates to ensure consultation opportunities are not overlooked.	ORC and ES to prepare list of District Plan review dates for reference. Submissions to be made where appropriate by either RTC or Regional Councils.
P.3.11	<i>Protect KiwiRail's ability to continue operations (including maintenance) safely and efficiently, to create more sidings, increase train speed and numbers and grow freight transport.</i>	Ensure submissions are made by the RTC when District Plans are being reviewed and consulted on. Prepare a list of District Plan review dates to ensure consultation opportunities are not overlooked and provide to KiwiRail so it can make submissions.	ORC and ES to prepare list of District Plan review dates for reference. Submissions to be made where appropriate by either RTC or Regional Councils.
P.4.19	<i>Recognise the merits of initiatives such as car clubs, car sharing, ride sharing, community transport services. Advocate for the minimisation of regulatory and administrative barriers for these initiatives, when they help communities to be self-reliant</i>	Incorporate these concepts into the next review of the Regions Regional Passenger Transport Plans	Minimal barriers exist at the present time. ORC, ICC and potentially QLDC to take appropriate action in the next RPTP review.
P.6.3	<i>Support and advocate for the proper control of vehicle emissions through:</i>	Monitor government law changes and ensure submissions in support of the above	Raise this matter with the Regional Transport Officers Special Interest Group (SIG).

Transport Funding			
Policy Number	Policy	RAG Comment To Address	RAG Recommendations
	<ul style="list-style-type: none"> ➤ government rules on smoky vehicles, and emission standards for imported vehicles and fuels; ➤ appropriate vehicle quality standards in the Requirements for Urban Buses, and the Regional Public Transport Plan; ➤ consideration of public transport emissions in NZTA funding mechanisms. 	are lodged at every opportunity.	
Encourage			
P.1.5	<i>Encourage businesses to innovate to improve road safety.</i>		Maybe addressed with changes to the Health & Safety Act. No further action at this time.
P.2.6	<i>Encourage realistic individual expectations about the availability of transport services and infrastructure, in the face of environmental, geographic and fiscal realities.</i>		Continue with current efforts where applicable.
P.3.10	<i>Encourage industry to continue to use rail freight whenever practicable, and look for public private partnership opportunities to increase mode share by rail.</i>		A watching brief to be kept.
P.4.4	<i>Encourage all users of the transport system to take personal responsibility for their own behavior, and how it impacts on their own and others safety.</i>	This could be referred through Road Safety Action Plans for consideration as a Community Education Programme topic.	This needs a project owner to work on it and report back.
P.4.18	<i>Support and promote a growth in cycle and pedestrian trips</i>	This could be referred through Road Safety Action Plans for consideration as a Community Education Programme topic	This needs a project owner to work on it and report back. This could possibly be DCC.
Work Together			
P.5.3	<i>Key parties across Otago and Southland continue to work together to create a pan-regional, coordinated approach to transport.</i>	Extend the Southland Strategic Network platform to include Otago Region. This will guide discussions on pan regional coordinated transport discussions. Continue with combined RAG and RTC meeting for the duration of this NLTP.	ES and ORC investigate options for further development of the Southland Strategic Network Project to include the Otago Region. On completion a series of transport related workshops to be organised in the lead up to the RLTP review in 2017/18.
P.5.4	<i>Ensure crucial parties have the opportunity for strategic involvement in transport decision-making processes</i>	Extend the Southland Strategic Network platform to include Otago Region. On completion there will then be a common	ES and ORC investigate options for further development of the Southland Strategic Network Project to include the Otago Region. On completion a series of transport related

Transport Funding			
Policy Number	Policy	RAG Comment To Address	RAG Recommendations
		platform to set strategic transport discussions against and involvement of other transport organisations	workshops to be organised in the lead up to the RLTP review in 2017/18.
Research, Develop & Identify			
P.1.4	<i>Research methods for bringing about the social change needed to achieve a safer transport system</i>	This is likely to not be achievable by individual organisations within Otago or Southland.	Raise this matter with the Regional Transport Officers Special Interest Group (SIG).
P.2.9	<i>Develop an Otago Southland resilience plan which:</i> ➤ identifies risks to key routes; ➤ specifies management strategies for these risks (including minimising road closures, keeping overall disruptions to a minimum, and providing for adequate detour routes for critical connections); ➤ sets up a system to continuously monitor, and improve as necessary, the resilience of the transport network.	Southland Lifelines Group will be commencing a resilience study in the near future as a second stage to the Southland Lifeline Critical Infrastructure Report.	Review after the Southland Report is complete / seek information from Otago Lifelines Group. ORC to follow-up.
P.2.25	<i>Identify a pan regional strategic transport network of routes that provides for existing and future transport requirements (based on land use and land use planning).</i>		ES and ORC investigate options for further development of the Southland Strategic Network Project to include the Otago Region. On completion a series of transport related workshops to be organised in the lead up to the RLTP review in 2017/18.
P.2.26	<i>Identify the functions of the strategic transport network that need to be considered when land use decisions are made, to help guide future integration of land use with the transport network</i>		ES and ORC investigate options for further development of the Southland Strategic Network Project to include the Otago Region. On completion a series of transport related workshops to be organised in the lead up to the RLTP review in 2017/18.
P.2.27	<i>ORC and ES exercise regional leadership in:</i> ➤ identifying the strategic transport network; ➤ ensuring it functions efficiently across district, city and regional boundaries (through strategic planning); ➤ ensuring it effectively accommodates changing		ES and ORC investigate options for further development of the Southland Strategic Network Project to include the Otago Region. On completion a series of transport related workshops to be organised in the lead up to the RLTP review in 2017/18.

Transport Funding			
Policy Number	Policy	RAG Comment To Address	RAG Recommendations
P.3.2	<i>transport demands (through strategic planning).</i> <i>Continue work to identify the strategic freight network – the routes that are critical for the transport of product in Otago Southland</i>		ES and ORC investigate options for further development of the Southland Strategic Network Project to include the Otago Region. On completion a series of transport related workshops to be organised in the lead up to the RLTP review in 2017/18.
P.3.6	<i>Define, protect and improve the connection between the strategic freight network, and ports, airports and other hubs.</i>		ES and ORC investigate options for further development of the Southland Strategic Network Project to include the Otago Region. On completion a series of transport related workshops to be organised in the lead up to the RLTP review in 2017/18.
P.3.3	<i>Identify routes that can accommodate and High Productivity Motor Vehicles (including 50MAX) without significant expenditure on improvements.</i>		ES and ORC investigate options for further development of the Southland Strategic Network Project to include the Otago Region. On completion a series of transport related workshops to be organised in the lead up to the RLTP review in 2017/18.
P.3.4	<i>Identify barriers (e.g. substandard bridges) which restrict accessibility of 50MAX and High Productivity Motor Vehicles to productive land, and prioritise an improvement programme to address these.</i>		ES and ORC investigate options for further development of the Southland Strategic Network Project to include the Otago Region. On completion a series of transport related workshops to be organised in the lead up to the RLTP review in 2017/18.
P.3.13	<i>Continue work to identify the strategic visitor network – the routes that are critical for the transport of visitors to protect and develop our economy.</i>	Tourist flows are incorporated in the Southland Strategic Network Model.	ES and ORC investigate options for further development of the Southland Strategic Network Project to include the Otago Region. On completion a series of transport related workshops to be organised in the lead up to the RLTP review in 2017/18.

Views of Affected Parties

The views of affected parties were obtained during the public consultation process for the Regional Land Transport Plan. The Committees now have a responsibility to ensure the various policies included are being addressed.

Compliance with Significance and Engagement Policy

The proposals contained in this report do not trigger anything within the Significance and Engagement Policies of either regional council.

Legal Compliance

There are no legal issues identified within the report.

Consistency with Council's LTP/Annual Plan/Policy/Strategy

The contents of this report are consistent with Environment Southland's and Otago Regional Council's planning requirements.

Financial and Resource Implications

There are no financial or resource implications for Environment Southland. There are, however, financial and resource implications for Otago Regional Council if the Council is to undertake the work identified for it, since this is not budgeted for in the LTP.

Conclusion

The Otago Southland Regional Advisory Group (RAG) has discussed the matters arising from submissions on the Regional Land Transport Plan (RLTP) that were not fully addressed in the hearing process and have included their recommendations in Table 1 of this report.

Table 2 provides details of the policies included in the RLTP that require ongoing work by the Committees. The RAG has discussed these policies and Table 2 contains comment and recommendation from the RAG for the Committees to consider.

The recommendations can now be discussed by the Committees and accepted or further direction given to staff where additional work or input is required.

Attachments

None.

Item 4 Regional Cycling Discussion and Presentations

MORF ID: A226525	Strategic Direction:
Report by: Jane Turnbull, Manager Strategic & Transport Planning, ORC	Approved by: Vin Smith, Director of Policy, Planning and Regulatory Services, ES

Purpose

The purpose of this report is to introduce presentations and discussion on regional cycling issues, as requested by the Committees at a previous meeting, in order to follow up on the submission on the RLTP received from Spokes.

Summary

The presentations arranged for the meeting focus on two matters:

1. explaining current funding arrangements for cycling in New Zealand, and
2. hearing of recent upgrades to cycling in Dunedin from the perspective of a user group.

Recommendation

It is recommended that the Regional Transport Committees note the report and resolve to provide direction if the Committees wish to take on cycling.

Report

Background

Cycling was one of the matters arising from RLTP submissions that the Committees wished to explore further, as discussed at 13 October RTCs meeting when the issue of walking and cycling and the various potential funding streams along with integration of both commuter and recreational cycling facilities with the transport network was briefly discussed.

This item is designed to provide further background information, and to initiate discussion with representatives of cycling organisations. Four organisations were been invited to address the Committees with two being available on the day:

- Dougal List, National Cycling Manager, NZTA
- Robert Thomson, Spokes Dunedin.

Stephen Woods from CAN (Cycle Advocates Network) is unable to attend but provided the following comments for consideration (*staff addition/alteration in italics/strikethrough to aid sentence structure*):

“Cycling for transport is much more likely to be taken up by people cycling for short trips and so the concentration of effort is in the main cities through the Urban Cycleways Programme. For Otago/Southland that is only in Dunedin, as Invercargill did not apply for any of this funding.

Effects arising from New Zealanders use of cycle trails:

- it's possible that those who have good experiences cycling on trails might then take up cycling for transport/utility;
- use *of cycle* trails can increase the amount of cycling in small towns along the trails that are providing services;
- trails use can also prompt some special treatments for cycling in otherwise-strange places, like the Clyde underpass and cycle activation on traffic signals in the Beaumont bridge.

Provision for cycling in smaller towns is often underdeveloped. Queenstown has some great new trails in the wider area but not much for cycling in its central area. Alexandra is similar; cycle tourist trails abound but the only significant cycle facilities in the town itself are the painted cycle lanes on the two state highways.

For those cycle-touring using roads that include state highways, users feel unsafe at pinch points where width or visibility are restricted. Those cycle-touring on roads are more likely to *feel* safe when riding alone *and to perceive that*; people cycling in groups are more at risk because other road users are less accepting of a group cycling than of a single cyclist.”

Rex Capil, who is on the NZ Cycle Trail Governance Board, is also unable to attend, so Dougal List will cover funding for cycle trails as well as NZTA funding.

At the conclusion of the presentations and discussions the Committees will be able to advise further actions or investigations they may wish to undertake.

Views of Affected Parties

Affected parties are addressing the meeting to provide their views.

Compliance with Significance and Engagement Policy

The proposals contained in this report do not trigger anything within the Significance or Engagement Policies of either regional council.

Legal Compliance

There are no legal issues identified within the report.

Consistency with Council's LTP/Annual Plan/Policy/Strategy

The contents of this report are consistent with Environment Southland's and Otago Regional Council's planning requirements.

Financial and Resource Implications

There are no financial or resource implications for Environment Southland or Otago Regional Council.

Conclusion

Presentations for cycling advocate relating to the issue of funding for active transport facilities but cycling in particular are scheduled for the RTC meeting. Following the presentations and subsequent discussion the Committees will be able to advise further actions they may wish to have taken.

Item 5 Next Meeting

It is proposed to hold a meeting of the Otago and Southland Regional Transport Committees in Balclutha on 8 March 2016.

Recommendation

It is recommended that the next meeting of the Regional Transport Committees be held on 8 March 2016 in Balclutha, or, if required, earlier at the discretion of the Committee Chairmen.